

THE  
HONGKONG  
WEEKLY.  
ILLUSTRATED

# The China Mail.

ESTABLISHED 1845

Don't Forget  
TO ORDER THE  
'OVERLAND  
CHINA MAIL,  
BEFORE GOING HOME

No. 13,851.

號十三月八年七零百九千一英

HONGKONG, FRIDAY, AUGUST 30, 1907.

第廿月七年未丁

PRICE, \$3.00 Per Month

## Intimations.

**THORNE'S**  
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
**A. S. WATSON & CO., LTD.**

Hongkong, May 1, 1907. 793

**TAI KWONG CO.,**  
109, Des Voeux Road Central.

**GASOLINE LAMPS**  
AND  
**WELSBACH MANTLES.**  
Hongkong, June 14, 1907. 1017

**HONGKONG GYMKHANA CLUB.**

THE FOURTH MEETING of the Season will be held at the HAPPY VALLEY, on SATURDAY, 31st August, 1907, commencing at 4 p.m. The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform Half-Price. The Committee invite the Ladies of Hongkong to be present. Free Entries will be accepted for Event No. 6.

**REGINALD F. O. MASTER,**  
Hon. Sec. and Treasurer.  
Hongkong, August 27, 1907. 1591

**DIOCESAN SCHOOL OR ORPHANAGE**

SCHOOL DUTIES will be resumed on MONDAY, 2nd SEPTEMBER. For terms, apply to THE HEADMASTER.

Hongkong, August 29, 1907. 1400

**YOUNG MAN WANTED—**  
STENOGRAPHER.

I know of an \$1000 vacancy at Canton, open for 3 months, widely advertised, yet no one qualified has been found. Does not this circumstance convince you that stenographers are scarce?

**MY NIGHT SCHOOL.**  
FOUR MONTHS COURSE.  
OPENS SEPTEMBER 1st.  
Apply  
**COSMOPOLITAN HOTEL,**  
**HORATIO C. FOLLOUGH,**  
Court-Reporter.  
Hongkong, August 20, 1907. 1352

## NOTICE.

**BANCO NACIONAL ULTRAMARINO.**  
THE AGENCY of the above Bank in Hongkong will, from the 1st of September, 1907, be transferred to Messrs ARKATTON V. APCAR & CO., in place and instead of Messrs ROZARIO & CO.

Dated 31st August, 1907.  
**OGERENTE DA AGENCIA**  
**DO BANCO NACIONAL ULTRAMARINO,**  
**JUQUIM L. C. GOMES.**  
Hongkong, August 21, 1907. 1365

## NOTICE.

THE Undersigned, having tendered their Resignation, beg to inform the Public in General that they will Cessate from SATURDAY, the 31st instant, to be the Agents in this Colony of the 'AGENCIA DO BANCO NACIONAL ULTRAMARINO, MACAO'.

**ROZARIO & CO.**  
Hongkong, August 21, 1907. 1362

**HONGKONG VOLUNTEER CORPS.**

IT is proposed to form an INFANTRY COMPANY with a detachment of Cyclists. All who are desirous of joining are requested to apply personally at VOLUNTEER HEADQUARTERS, morning or afternoon.

**A. J. THOMPSON, Captain,**  
Staff Officer, H.K.V.C.  
Hongkong, July 26, 1907. 1217

**告廣 KUNG YIK GODOWNS.**

NOTICE IS HEREBY GIVEN that the Godowns, Nos. 171 to 178, SHAE TONG TUNG, Praya Water, on (M. Lot Nos. 224 to 228), formerly known as the Po On Godowns, the lease for which having expired—have been taken possession of by the Landlords, and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the Undersigned against goods stored in the KUNG YIK GODOWNS. The KUNG YIK GODOWNS, Agents, The SAM WANG LUNG INVESTMENT LOAN AND ASSURANCE COMPANY, LTD.  
**SAM WANG & CO., LTD.**  
TELEPHONE: No. 331.  
ADDRESS: 31, Queen's Road Central, U YUK CHI, Managing Director.  
Hongkong, July 4, 1907. 1109

## Business Notices.

**W. S. BAILEY & CO.**  
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. HONAM, 2,333 tons, Captain H. D. Jones  
s.s. POWAN, 2,333 tons, Captain H. I. Black  
s.s. FATSHAN, 2,260 tons, Captain C. Lloyd  
s.s. KINSHAN, 1,995 tons, Captain B. Branch  
s.s. HEUNGSHAN, 1,995 tons, Captain R. D. Thomas.  
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).  
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodations.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

### Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain W. A. Valentine  
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.  
Departures from Hongkong to Macao on week days at 8 a.m. and 5 p.m. (Sunday excepted), at 2 p.m. from the Company's Wharf On Sunday Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.  
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

### Canton-Wuchow Line.

s.s. SAI-NAM, 588 tons, Captain J. Wilcox  
s.s. NANNING, 569 tons, Captain A. McKinnon.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodations and are lighted throughout by electricity. Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
HOTEL MANHONG, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE.  
Agents, CHINA NAVIGATION CO., LTD.

**THE HONGKONG HOTEL.**

UNRIVALED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO FEE.  
A. F. DAVIES, Manager.

## THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that THE HONGKONG MILLING COMPANY, LIMITED, of Victoria, in the Colony of Hongkong, have on the 12th day of July, 1907, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark viz:—  
A representation of a maple leaf on two crossed keys inside a circle bearing the words "KEY BRAND".  
In the name of the said Honorable Milling Company, Limited, who claim to be the Sole Proprietors thereof.  
The Trade Mark intended to be used by the applicants, in respect of the following goods in the following class viz:—  
Class 43 in respect of FLOUR.  
A Facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, or of the Undersigned.  
Dated the 25th day of July, 1907.  
**HASTINGS & HASTINGS,**  
Solicitors for the Applicants,  
38, Queen's Road Central, Hongkong.

## INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS COMPANY.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE).  
HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, etc., in connection with above.  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, August 7, 1907. 1285

## CHINA EXPRESS CO.

3, DUDDELL STREET.  
SHIPPING, FORWARDING AND INSURANCE AGENTS.  
PACKING & WHAREHOUSING.  
PARCELS and Cases of any size, shape, or weight sent to all parts of the world. Duty and all other charges can be prepaid, if desired, so that they are delivered absolutely free.  
Hongkong, July 1, 1907. 1049

## Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

**BELL'S ASBESTOS**

THE MOST RELIABLE PACKING FOR MARINE ENGINES.  
Beware of Imitations. SOLE MANUFACTURERS:  
**BELL'S ASBESTOS CO., LTD., LONDON.**

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.  
OFFICE:—3, DES VOEUX ROAD.

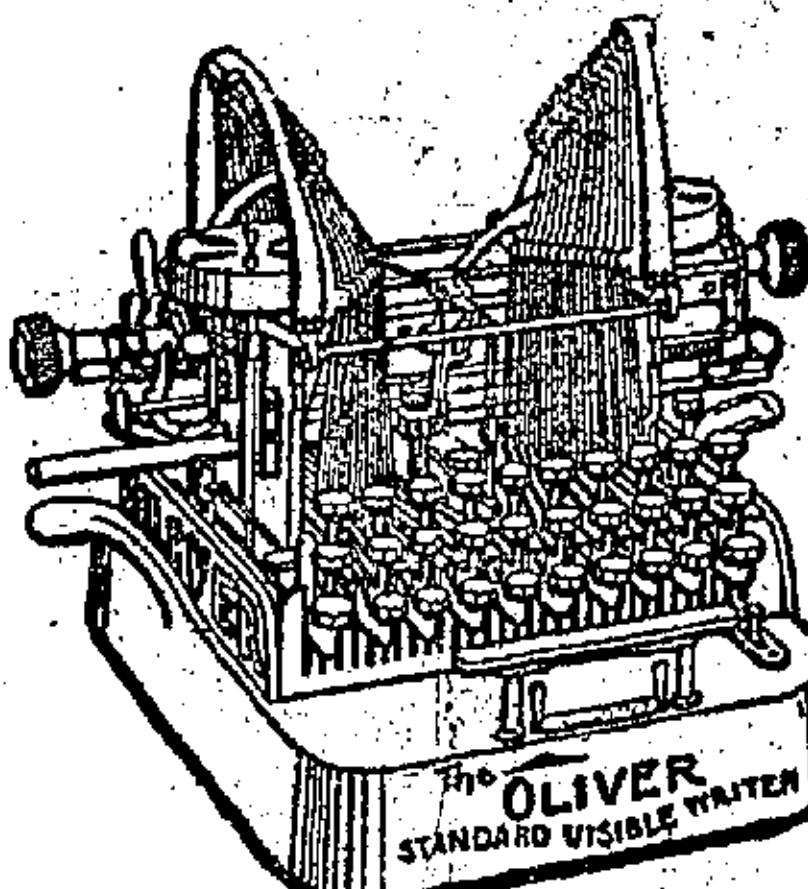
**LANE, CRAWFORD & CO.**

THE NEWEST DESIGNS

IN TRIMMED MILLINERY FOR Present Wear NOW SHOWING.

**LANE, CRAWFORD & CO.**  
Hongkong, August 15, 1907. 2040

**THE OLIVER TYPEWRITER.**



VISIBILITY.

SIMPLICITY.

DURABILITY.

Unrivalled for Duplicating,

Writing in Sight,

Universal Keyboard.

TYPEWRITER RIBBONS

and supplies for ALL Machines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 10, 1907. 1005

**PATEL & CO.,**

SHAMEE, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINE and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

Developing and Printing Undertaken.

Hongkong, August 1, 1907. 19 9

**THE CARLTON HOUSE HOTELS,**

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.  
For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

**S. GREENFIELD**

Successor to

**HARRIS-KEENEY CO.,**

MANUFACTURER OF HIGH GRADE BATTAN

AND LIVER HIDE "BATTAN".

**EDWARD STUBBS,** opposite Main

Entrance to Hongkong Hotel.

A 10 per cent discount will be allowed to all local residents.

Hongkong, July 31, 1907. 1242

**WASHINGTON BOOKS.**

(In English and Chinese).

**WILKINSON'S BOOKS,** for the use

of Ladies and Gentlemen can now

be had at this Office.—Price, 60 Cents.

**CHINA MAIL OFFICE,** 8, Queen's Road Central.

**CHEE WING & CO.**

27, 28 and 29, LEE YEN STREET (WEST),

HONGKONG.

Dealers in

All Sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS AND TEES.

CORRUGATED LON, PIG IRON, &c.

Sample for

SHIP, ENGINEER AND HOUSE BUILDERS.

Hongkong, July 31, 1907. 1231

## Dentistry.

**DR. HARRY FONG,**

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Appliances.

51, QUEEN'S ROAD CENTRAL.

1399

**S I E N T I N G,**

Surgeon Dentist,

No. 14, D'ARQUER STREET.

TERMS VERY MODERATE

Consultation Free.

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## Business Notices.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

**Shewan, Tomes & Co.**

GENERAL MANAGERS.

281

**FAIRALL & CO.**

DRESSMAKERS, MILLINERS

AND

GENERAL DRAPERS.

New Veilings, Long Silk Gloves, etc.

7 and 9, PEDDER STREET.

**SUMMER REQUISITES**

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

**SUN GLASSES**

IN GREAT VARIETY

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2

**VICTORIA DISPENSARY.**

Hongkong, March 2, 1900.

**REMINGTON**

**TYPEWRITERS**

WITH ALL REQUISITES.

**SIEMSEN & CO.,**

SOLE AGENTS.

Hongkong, March 2, 1900.

**JAPANESE BEER**

**'YERUBU' 'SAPPORO' 'ASAHI'**

AND A NEW BRAND OF SPECIAL LIGHT BEER

**'P E A C E'**

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

**PRICE EXCEEDINGLY MODERATE.**

**THE MITSUI BUSSAN KAISHA, Sole Agents.**

Hongkong, August 21, 1907. 1369

(UNDER ROYAL PATRONAGE).

**MEE CHEUNG, ART PHOTOGRAPHER.**

AMATEUR DEPARTMENT:

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDOR.

JUST ARRIVED, NEW KODAKS.

No. 44 for 4 1/2 x 6 1/2 Films. Also different sizes of Films for other Cameras.

Hongkong, April 2, 1907. 1761

**ASK FOR**

**KUPPER'S PILSENER BEER**

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS:

**Caldbeck, Macgregor & Co.**

Wine and Spirit Merchants,

15, QUEEN'S ROAD CENTRAL.















## A MIDNIGHT SENSATION.

## Fight On The Indravelli.

## Third Officer Stabbed.

What appears to have been a brutal and murderous assault took place on board the Indravelli, in the harbour, at a late hour last night. From the particulars which we have gathered, which we print with all reserve, it seems that several members of the crew who were on shore during the evening returned to the ship somewhere about midnight last night.

It is alleged that they were—or some of them were—under the influence of liquor, and on gaining the deck of the vessel an altercation arose between them. The third officer, hearing the noise they were said to have been making, went on deck and remonstrated with them.

The men were not in an amiable frame of mind and they did not feel inclined to listen to the third officer was saying. However, beyond words, nothing happened then and the men went forward to their quarters.

Shortly afterwards, however—almost immediately it is said—they returned and attacked the third mate. A struggle followed, in the course of which the officer was severely stabbed.

His cries and the commotion consequent upon the struggle, roused the remaining officers of the ship, who, together with the captain, came on deck and saw the affray.

After some difficulty they succeeded in asserting their authority and, it is reported, nine of the crew were clapped in irons and put below, while the wounded man was attended to as promptly as possible. He was suffering from several stab wounds, one in the back and one in the side, while there were also other gashes about his body.

His state appeared so serious that his removal to the hospital was considered necessary and he was taken to the Government Civil Hospital, in which institution he still remains. His condition is serious and grave doubts are entertained as to his ultimate recovery.

This morning, when the seriousness of the crime became apparent, the captain of the Indravelli sent for the Water Police and those members of the crew who are alleged to have been concerned in the attack have been arrested. In all probability they will appear before the Court to-morrow.

## PLAGUE FEARED.

(From Our Correspondent.)

Kowloon, August 30. This morning's "Kwok Sz News" reports that a large number of rats are dying in Wai Chow District, in the city and surrounding villages and it is feared that there will be an outbreak of plague.

It is stated that the people carelessly throw the dead rats into the streets, and the editor of the paper states that this action clearly shows how ignorant the people are of the laws of health. It is interesting to note that some of the Chinese are learning the value of light and cleanliness, and breaking away from slavish fear of imaginary demons.

## HOT WEATHER AT CANTON.

(From Our Correspondent.)

Canton, August 29. There is a scarcity of news that is not strange. It is too hot for anything to happen except for the ice supply to give out. The last few weeks have been about as trying as this writer has ever experienced. It is not surprising that there is much sickness. I have heard of more cases of typhoid fever lately than I have ever known in Canton.

Many cases of dysentery and other forms of bowel trouble are reported. The protracted heat and dry weather account for part of this. But it is very likely that the work of putting down the water mains is responsible for part of it. The streets are being torn up in many sections of the city and the filth of the ages is being disturbed. Many of the mains are of necessity put down in, or adjacent to, the sewers. The air along the streets where the work is progressing is thick with the vilest of odours. The wonder is that more people are not affected with their last sickness.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—On the 30th at 11.50 a.m. The barometer is inclined to fall over the Philippines. It has risen elsewhere, particularly over N. China and Japan.

The depression lying over Hokkaido yesterday has moved away Northwards.

Pressure appears to be high over China to the North of the Upper Yangtze. It is relatively low over the N. part of the China Sea.

Moderate N.E. winds are expected to prevail in the Formosa Channel, and moderate variable winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.7 inches.

Forecast for the 24 hours ending at noon to-morrow.

1.—Hongkong and Neighbourhood: Variable to N.E. winds, light or moderate; shivery.

2.—Formosa Channel: N.E. winds, moderate.

3.—South coast of China between Hongkong and Lanchow: Same as No. 1.

4.—South coast of China between Hongkong and Haikow: Same as No. 1.

NOT A DOUBTFUL QUESTION.

THERE is no doubt in the mind of those who have used Chamberlain's Colic, Cholera and Diarrhoea Remedy as to its curative powers. For a pain in the stomach, diarrhoea or dysentery, it affords immediate relief. For sale by all chemists and storekeepers.

## ESPERANTO.

If there are any persons in the Colony who have no idea what the new language Esperanto is like they will be able to read about it—and have a first lesson—in the *Hongkong Weekly* to be issued to-morrow. Those who have a nodding acquaintance with it will be able to take up the study if they feel so disposed, as lessons will be given weekly.

## THE GOVERNOR AT KOWLOON.

Yesterday His Excellency the Governor paid a visit of inspection to Kowloon, in Company with the Hon. Mr. Chatham, C.M.G., Director of Public Works.

Primarily Sir Frederick Lugard went to see the railway construction work, and under the guidance of the Engineer-in-Chief, Mr. Eaves, His Excellency was shown the progress made.

The Governor also viewed the improvements being made at Kowloon, by the Public Works Department.

## THE HOTEL COLLAPSE.

## Date of the Enquiry.

We are informed that the enquiry into the circumstances surrounding the deaths of the Chinese in the collapse of the Hongkong Hotel verandah will be held at the Magistrate's Court on Wednesday next, at 2.15 p.m.

The first magistrate (Mr. F. A. Hazeland) will conduct the enquiry.

This announcement should set at rest the fears that have already been expressed that no enquiry was to be held. The Magistrate has had a good deal of work to do lately and in consequence have not been able to push ahead as expeditiously as they might have liked.

## ACCIDENT TO H.M.S. FLORA.

## Strikes the Cust Rocks.

The second class protected cruiser Flora, commanded by Captain R. Nugent, struck the Cust Rocks at a late hour on Wednesday night and immediately sprung a leak, but was safely docked in the No. 1 dock of the Hongkong and Whampoa Dock Company before any serious consequences followed the mishap. The Flora left recently for Singapore in order to bring to Hongkong certain relics which had been conveyed to Singapore by H.M.S. Crescent, a first class cruiser. Her duty being performed at that port the Flora left Singapore and gained Hongkong harbour in safety, entering within an hour of midnight on Wednesday.

In proceeding down the harbour, after having passed through Lyonnese Pass, the Flora met with the accident referred to.

The night was hazy and the cruiser seems to have kept much too close to the Kowloon shore, with the result that after passing the dock point she struck the Cust (or Dumail) rocks. Judging from the appearance of the Flora as she now lies in dock the impact was not a very severe one, due probably to the fact that the Flora was going at a slow rate of speed.

However, such as it was, the damage sustained by the vessel was quite sufficient to cause anxiety, as almost immediately she sprung a leak. Being in such close proximity to the docks a party landed from the cruiser in order to arrange for the docking of the vessel immediately and Commander Stokes was communicated with. The Commander was not long in getting down from the Peak in order to be on the spot and arrangements were soon completed with the dock officials to have the No. 1 dock opened for the reception of the Flora. At that time the coasting steamer Kumsang was occupying the dock, but she was quickly removed and sent round to Aberdeen, and the Flora entered before eight o'clock on Thursday morning.

A cursory examination of the vessel revealed the fact that several plates had been strained on the port side, well forward, and workmen were set to work to remove the copper and wooden sheathing in order to lay the plates bare for inspection and repair. This work was being carried on this morning at an early hour and apparently the damage will not amount to much.

It would be idle to speculate as to the cause of the accident. The general impression in naval circles at first was that the Flora had struck a submerged wreck, but it is now certain, or practically so, that the cruiser went on the Cust Rocks, a small group of rocks inside Hongkong Bay which are well known to residents, particularly yachtsmen, for in a great many of the yachting races held during the season here the Cust Rocks Buoy forms one of the marks around which the boats have to sail.

We are informed that in all probability an enquiry will be held, which may take the form of a Court-martial, but until that has been held and the decision made public, comment is superfluous.

The Flora is a second class protected cruiser, similar in construction to the Astron, Fox, Bonaventura, Charybdis, etc.

She is built of steel, sheathed and coppered, and has two funnels and two masts. She was built at Pembroke in November, 1893, and is 320 feet long, 49 feet 6 inches in beam with a mean draught of 19 feet. Her displacement is 4300 tons and her speed varies from 18 knots, with an indicated horse power of 7000, to 19.5 knots with an indicated horse power of 9000. In addition to carrying twelve torpedoes, her armament consists of two 6 in. quick firing guns, one forward and one aft; eight 4.7 quick firs, four on each broadside; eight 6 pounder quick firs; one 3 pounder; one boat or field gun; four machine guns; and four torpedo tubes.

## GYMKHANA NOTES.

Training for the gymkhana to be held to-morrow has been going on in earnest for some time. Last Thursday morning a number of the ponies entered were given their final gallops. The grass course is in excellent condition, so, provided we have no heavy rain-showers between now and 4 p.m. to-morrow the "going" will be good, and creditable times should be done.

For the Three Quarters Mr. Godfrey Master's Astral is a popular fancy. He carries top weight, 160 lbs. Grey Tick, which won the mile last gymkhana in 2.10 3/5, will give backers a run for their money.

The Gymkhana Club Challenge Cup, one mile, should prove a most exciting race and the amounts backed on each pony will be very even. Coxcomb, they say, is not in such good form as last time, when he won in 2.8 4/5. Blue Nile has the benefit of seven pounds from him and is reported to be in the pink of condition. Manchurian Chief with his light weight, 140 lbs. only, is fancied by many, especially after his mile in 2.10 done some mornings ago. In his last gallop on Thursday he did not go so well, taking 2.13 1/2 for the distance, last quarter 34. Grey Tick is also carrying a very light weight, 141, but if he appears for the three quarters it is not likely he will come out again twenty minutes later.

The tip for the Weller Race seems to be Highland Bonnet, but there being a greater difference between the abilities of our heavy weight jockeys than there is between our "amateur cracks," it is harder to guess which pony will win.

The mile and a quarter is likely to be a repetition of the Challenge Cup, with, perhaps, the placing slightly altered, as all the Challenge Cup ponies are entered and three out of the four, it is rumoured, will run twice in the day.

The following are some of the times that have been taken:—

Nigel (Mr. Gegg) and Highland Heather (Hon. Mr. F. H. May), one mile, 2.22, last quarter 35.

Blue Nile (Mr. G. C. Master), one mile, 2.13, last quarter, 32.

Manchurian Chief, (Roy), one mile, 2.13 1/2, last quarter, 34.

Coxcomb (Hon. Mr. F. H. May) and Grey Tick (Mr. Dupree), three quarters, 3 1/5, 1.06 2/5, 1.40 2/5.

## CIVIL SERVICE CLUB.

At the House of the Civil Service Club at Happy Valley yesterday afternoon members assembled to hold their annual meeting. Dr. Clark presiding in the absence of the President, the Hon. W. Chatham, who was unavoidably prevented from attending.

The Secretary, Mr. L. E. Brett, read the annual report, which showed that in the Cricket League Competition the Club played 18 matches, won 7, drew 4 and lost 3. Total points 25. They finished 3rd out of 8 teams entered. The first eleven played 4 matches other than League matches, winning 2 and losing 2. The second eleven played 10 matches, winning 6 and losing 5. Prize winners at Cricket were as follows:—League batting, (Mr. Bidden's Prize), Mr. Bidden, League bowling, (Hon. Dr. Atkinson's Prize), Mr. L. E. Brett. First eleven batting, (Club Prize), Mr. E. B. Reed. First eleven bowling, (Club Prize), Mr. H. T. Jackson. First eleven fielding, (Mr. Jackson's Prize), Mr. P. T. Lambie. There was a tie for this prize between Messrs Lambie, Jordan, and Adams and it was decided to toss to see who was to take the prize and Mr. Lambie won. Weekly fielding prize presented by the Club, won by Mr. P. R. Adams. Second eleven batting, (Club Prize), Mr. W. H. Kelly, second eleven bowling, (Club Prize), Mr. G. Badcock, second eleven fielding, (Mr. Kelly's Prize), Mr. H. H. Coombs.

Tennis.—The annual tournament had just finished and results were as follows:—Championship.—1st, Mr. F. A. Bidden; 2nd, Mr. G. A. Woodcock. Double Handicap.—1st, Messrs Pile and Wintchell, 2nd, Messrs Bidden and Woolley. Single Handicap.—Mr. G. A. Woodcock meets Mr. Pile in the final.

Lawn Bowls.—Three competitions had been held, full trials, championship, and a handicap, the results being as follows:—1st Mr. W. H. Kelly, 2nd, Mr. L. E. Brett. Messrs Fincher and Bowley received semifinal prizes. Rink competition.—1st, A. Brown, 2nd, R. Duncan, 3rd, W. Fincher (skip); 2nd C. W. Brett, R. Hudson, M. McVicar, L. E. Brett (skip). Handicap Competition.—1st, Mr. R. Fenton; 2nd, Mr. L. E. Brett, Messrs Kelly and Cuthbert received semifinal prizes. The Club played 3 matches with the Police, 2 of which they won and lost one. They had played one match with Kowloon on their ground which they won.

The annual "at Home" was held on Whit Monday. Mrs. Chatham, wife of the President, distributed the prizes won at the sports and during the year. The club has plenty of cricket gear for practice, but shall require new bats, balls, etc., for matches. The cricket pitch and bowling greens are all in good condition for which thanks are due to Messrs Fincher, Hoggath and Wintchell. Thanks are also due to Messrs Dabry and Palmer for auditing the accounts. Mr. E. Dawson carried on the duties of Hon. Secretary till March, when he had to give up the post owing to being transferred to Kowloon. The secretary expressed his willingness to act until the general meeting.

The accounts showed a balance in bank of \$261.41.

The Chairman read a letter from the auditors pointing out that the system of bookkeeping was not altogether satisfactory and suggesting that the posts of Secretary and Treasurer should not be combined.

Some discussion ensued regarding the profits, Messrs Hill, Wintchell and Dawson

taking part, the latter holding that the profits were very good, the Club now having a balance of \$700 or \$800.

The election of office-bearers resulted as follows:—Captain, Mr. H. T. Jackson; Vice Captain, Mr. F. A. Bidden; Secretary, Mr. L. E. Brett; Treasurer, Mr. E. Dawson; Captain "A" team, Mr. Chawchaw; Committee—Messrs Adams, Howell, W. H. Parkinson, M. McVicar, J. J. Blake and W. F. Gast. Mr. C. Bond was appointed steward.

It was decided to rename the club, the title selected being Hongkong Civil Service Sports Club. It was also decided to ask His Excellency the Governor to become Patron of the Club.

## SPORTING.

## Snipe Shooting.

A correspondent signing himself "Sport" writes as follows under date August 29:— "Sir—A friend of mine went out snipe shooting yesterday and was stopped by a policeman who maintained that my friend's shooting license, 'which does not expire before the 31st inst., does not allow him to shoot snipe. This appears to me to be extraordinary, for as far as I know, snipe can be shot all the year round. Can any of your readers tell me whether the policeman was entitled to stop my friend when the latter held an unexpired license?"

We would point out that under the terms of Ordinance 1 of 1885 snipe comes within the meaning of the word "game," and no close time for game is mentioned, though there is a close time for pheasants and partridges; so, that *prima facie* the holder of a license can go on shooting snipe all the year round.

## Sculling.

CHAMPIONSHIP OF THE WORLD.

From Sydney "Bulletin" of August 8 we learn that the sculling championship of the world has gone to New Zealand from New South Wales. On August 3 Webb, of New Zealand, defeated Charles Towns, of the Parramatta River.

The "Bulletin" says, Webb's victory took from Australia the proud possession of the sculling championship of the world. Australia's so-called champion had been elevated to the position, not on his merits, but after he had stepped down from it—it is said to oblige a lady of the family, who wished to have two world-champions in her flock. The bogus champion was hopelessly outclassed and decisively beaten. Success is the only thing that can justify such a transaction, the passing on of the championship from George to Charles Towns, and when Charles was put to the proof there was no success in him. A championship of any kind is something of a national possession, and should be held by the man best able to defend it. In this case it wasn't. It was defended by a man who failed to win, and the relative might have forfeited in the same fashion, if he had liked, to a middle-aged uncle with one lung. Australia has a right to think that it has been treated in a scurrilous fashion by George Towns, and that the country's aquatic fame is irretrievably sacrificed to petty family vanity.

Curiously enough there was a general impression that Webb's chances were hopeless, or that, at the best, he had only his own and Buckley's. So confident were the followers of Towns that they cheerfully laid out to him in a bet with a foreigner, who failed to win, and the relative might have forfeited in the same fashion, if he had liked, to a middle-aged uncle with one lung. Australia has a right to think that it has been treated in a scurrilous fashion by George Towns, and that the country's aquatic fame is irretrievably sacrificed to petty family vanity.

The new separate undercoats are well defined in shape and lavishly trimmed. A group of tees, then a band of brocade insertion and a tiny ruffle of lace both top and bottom of the insertion is a favourite idea for these undercoats. When something more elaborate is desired, hand embroideries are used either with or without lace.

THE PIQUET RUCHE.—The Piquet Ruche made as full as it is possible for trouble box plants to make it, is a fashionable finish for the neck which it completely encircles. These ruffles are finished with long ends of ribbon or velvet and fastened on the left side with a bunch of flosses pinned down to the bodice by means of a brooch. This detail is worthy of mention, because for the Piquet Ruche has a severe appearance and is more becoming if the uncomplimentary roundness is broken up.

## THE WEEK'S RECIPES.

MACARONI A LA RABBIT.—Melt in a saucepan two tablespoons of butter, and add gradually three fourths of a cupful of milk and cream and three fourths of a cupful of stewed and strained tomatoes to which add one eighth of a teaspoonful of soda. Next add two cupfuls of grated cheese and two eggs beaten slightly. Season with salt, mustard and a few grains of cayenne. Pour over cooked macaroni and serve at once.

PURE POTATO.—Take a quart of milk and water equally proportioned, grate while boiling, four or five large peeled raw potatoes, one onion and a cauliflower chopped fine. After simmering for half an hour add some butter, pepper and salt. The puree should be fairly thick and a little cream put in just before serving is a great improvement.

ORANGE CAKE.—Take 3 eggs, their weight in sugar, butter and flour, and a saltspoon of baking powder. Beat the butter and sugar, add the grated rind of an orange and the baking powder. Bake from 20 to 30 minutes. Ice with half a pound of icing sugar mixed with the grated rind and juice of an orange. Put in a cool place to set.

Mr. James Keir-Hardie, while lecturing on Socialism at Winnipeg, had his hat and tobacco pouch stolen. At least, we are told, in a wire that was sent from London to Australia, on July 29, that such is the fact.

THE DOCTOR AWAY FROM HOME WHEN MOST NEEDED.

PEOPLE are often very much disappointed to find that their family physician is away from home when they most need his services. Diseases like cramp colic and diarrhoea require prompt treatment, and in many instances prove fatal before medicine can be procured. It is a physician's summary. The Chamberlain's Colic, Cholera and Diarrhoea Remedy. No physician can prescribe a better medicine for these diseases. Sold by all chemists and storekeepers.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THERE is probably no medicine made so quickly and so surely as Chamberlain's Colic, Cholera and Diarrhoea Remedy. During the third of a century in which it has been in use, people have learned that it is the only remedy that never fails. When reduced with water it is pleasant to the taste. Sold by all chemists and storekeepers.

## MATTERS FEMINE.

## Betty's London Letter.

LONDON, July 30.

BRIDGE COATS.—Medallions of muslin, delicately embroidered in pale blue or pink floss silk and fine gold thread beautified with some charming little Bridge Coats shown to me lately. A bridge coat of Irish crochet lace was cut low and square in the neck and had a long basque with a plastron of white satin embroidered in colours, and a falling collar bordered with satin to match.

Another bridge coat of spotted net, with a bolero of Irish lace and mauve and green ribbon embroidery, had a novel skeleton belt composed of plaits of ribbon to match the embroidery. Yet another of plain net, in a bridge shade of ecru was drawn to the figure at the waist with many rows of gauging deep enough to form a corset.

Several delightful empire coats were among the new designs, one being of spotted net arranged in folds from the shoulders to the waist, the neck being due to a V and bordered with a wide band of embroidered lawn, threaded with three-inch cream coloured ribbon knotted with a bow in front. The bottom of the coat was filled with narrow lace, the little frills being three deep and the short sleeves finished with bands of embroidered lawn.

LACE TRIMMINGS.—Round yokes of lace do yeoman service in the decorations of a large number of slip-blouses, but the tendency is to keep the yokes rather small and shapely over the shoulders and not to extend them to the arms. The shape is very pretty and becoming when the yoke fits closely to the neck and the sleeves stand up a little bit high. A handsome blouse in white crepe de chine of a rich quality and encrusted with hand embroidery was mounted to a yoke of mixed lace—Irish and blonde—with a low little rose-bud in pale pink ribbon all round the neck, and a very much in evidence on blouses of all materials, especially on those of silk and crepe de chine and straps of lace insertion frilled with lace are let into the fronts and shoulders of many of the new models. Ruffled fronts are quite a vogue.

The ruffled effect is especially brought about by a plastron of chiffon tucked and trimmed with many little frills of lace. The tiny frill of lace is in fact, has been all the summer—an all prevailing fashion. It softens our blouses, edges, collars and yokes and trims even doll gowns.

A lace frilled front of multicoloured muslin with good effect with a very much in evidence on blouses of all materials, especially on those of silk and crepe de chine and straps of lace insertion frilled with lace are let into the fronts and shoulders of many of the new models. Ruffled fronts are quite a vogue.

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## ROBINSON PIANO COMPANY, LTD.

## NEW PIANOS

## ON HIRE

## FROM \$10 PER MONTH.

## MOVEMENT OF TROOPS.

## Timetable of the Transport.

The following telegram received from the War Office is published in to-day's orders for information:—

"Indian Marine Bandings, with 2nd Cameron Highlanders for North China, arrives Hongkong 23rd December, leaves 2nd January; leaves Taku 16th January with half 3rd, Middlesex Regiment, 42nd Sikhs; arrives Hongkong 18th January; goes on to India 23rd January with latter."

## FAR EASTERN FLOUR TRADE.

## Hongkong's Position.

From the "Weekly Northwestern Miller" we call the following paragraph, in reference to the Far Eastern flour trade. "In connection with the Far Eastern market for flour, an Australian journalist who has been travelling in China and Japan writes pointing out that in recent articles in a Hongkong paper it is stated that the steamer Empress of Japan had arrived with a cargo of Manitoba flour for Hongkong and that a five million dollar order had been placed by a Japanese concern with the Hongkong Milling Co. The writer of the letter admitted that Australia could have gained orders for flour if the Commonwealth had been properly represented in Hongkong. It is stated that the reason for the shipment of flour from Canada was not altogether favourable conditions in China but that supplies of wheat from Pacific coast states had been reduced to a minimum and there was practically no more available for export. With reference to the five million dollar order from Japan, Japanese papers indicated that the state of the flour market in Kobe underwent a change last year. When flour mills were erected in Japan during the latter part of 1906, importers of flour began to postpone issuing orders except for pressing demands. Consequently stocks were reduced. Since then the importation of American flour has been affected by the Chinese boycott. The crops in China were last year to a large extent a failure, and this created a large demand for flour and further affected stocks in Japan."

It is pointed out that Australia is nearer the Far Eastern markets than Canada, and American Consul Wilber is quoted as saying that the freight on flour from Australia to Hongkong is about \$3.65 per ton of 2,000 lbs., as against about \$4.50 from the Pacific coast. The Australian flour is reckoned as more than equal to California, but is stronger in gluten and about the same colour. Australian sells for \$39 per ton compared with \$35 gold for Oregon and Washington. This journalist considers that Australia might conclude a favorable contract with the Hongkong Milling Co. whereby, to an extent, the price could be so regulated that the American flour would have to face the competition of the Australian flour. The head of the Hongkong mills is a Canadian and is said to have warm feelings for Australia. At present he is buying extensively from the Commonwealth. The Hongkong mills are at present using 7,500 tons of wheat per month and by next year it is expected to double its output. It is stated that one thing certain is that negotiations must be conducted in person."

THE JUNK DAY MILLS. A descriptive article appears in the "Weekly Northwestern Miller" on the Junk Day flour mills from the pen of Mr. Alex. Ramsey. In the course of the article the writer says: "A new factor in the flour market of the Orient is the large flour mills belonging to the Hongkong Milling Co., which commenced operations on the first day of the year. They are the first of the kind to be established in this part of the world and not unnaturally they have attracted considerable attention and been the subject of much comment. Critics there are who affirm that the new undertaking cannot withstand the keen and determined competition which is bound to come from the States, but the promoters are sanguine of success. Well appointed mills, equipped with modern machinery, a wages bill about one-eighth of that paid in other countries, an abundance of local capital, with a man of resource at the head of affairs—such in a word are the characteristics of the new enterprise."

It is well understood. It lies in a central position from the grain outlets of America and Australia, but, having regard to the potential resources of Manchuria, with its vast wheat-producing tracts that are likely to be even better off, being only about a week's journey from the northern ports. What invests the undertaking with a friendly interest on the part of the British is the fact that should any contingency arise whereby communication was stopped between China and Hongkong abundant supplies for the naval, military and civil population for two months would be obtained here.

The commencement of operations has been extremely satisfactory and the prospects of the new enterprise seem very rosy, especially as a big flour merchant declared the other day that John Chinnaman is no longer buying brands; he is buying flour.

THE DOCTOR AWAY FROM HOME WHEN MOST NEEDED.

PEOPLE are often very much disappointed to find that their family physician is away from home when they most need his services. Diseases like cramp colic and diarrhoea require prompt treatment, and in many instances prove fatal before medicine can be procured. It is a physician's summary. The Chamberlain's Colic, Cholera and Diarrhoea Remedy. No physician can prescribe a better medicine for these diseases. Sold by all chemists and storekeepers.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

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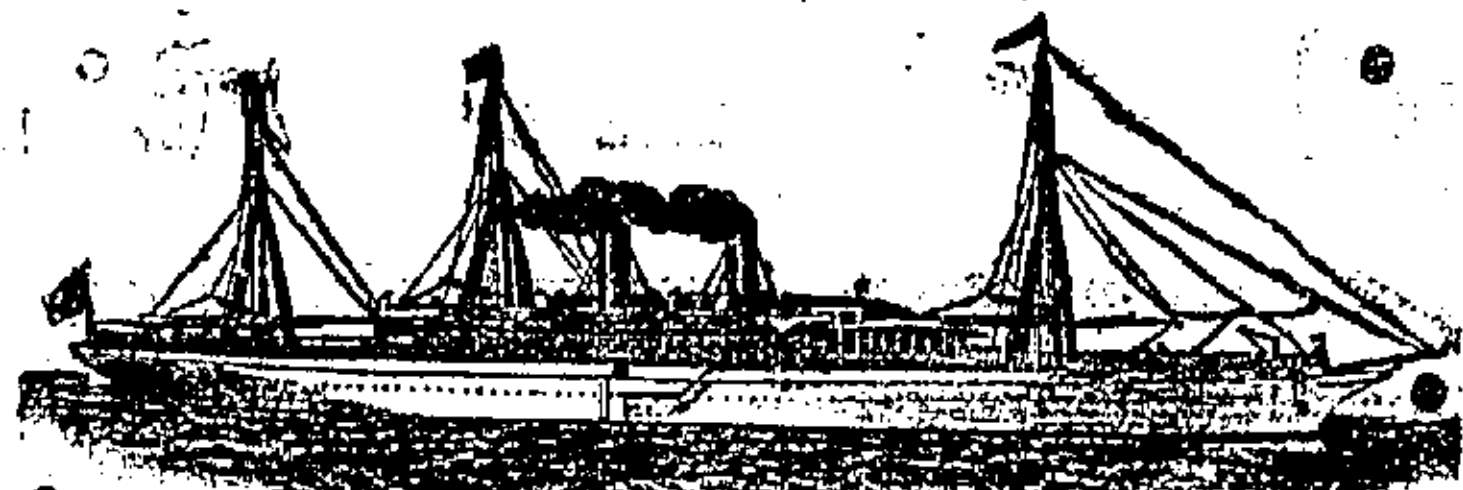
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FROM	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE, MANILA, AND YOKOHAMA	DELTA	Sept. 1, 1907	Passage.
SHANGHAI	DELTA	Sept. 1, 1907	Passage.
LONDON, via Suez Ports	MARMORA	Sept. 1, 1907	See Special
LONDON AND ANTWERP	CEYLON	Sept. 1, 1907	See Special

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific in the 'EMPERESS LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. TARTAR	4425 Tons, LEAVE HONGKONG, Sept. 11, 1907, at Noon, ARRIVE VANCOUVER, Oct. 5.
EMPERESS OF INDIA	6000 Tons, THURSDAY, Sept. 20, 1907, at Noon, Oct. 14.
EMPERESS OF JAPAN	6000 Tons, THURSDAY, Oct. 24, 1907, at Noon, Nov. 11.
EMPERESS OF AUSTRALIA	6000 Tons, THURSDAY, Nov. 6, 1907, at Noon, Nov. 30.
EMPERESS OF AMERICA	6000 Tons, THURSDAY, Nov. 21, 1907, at Noon, Dec. 28.

THE shortest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the Amer. Continent. M.M. MONTAGUE and TARTAR carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, Opposite Biko Pier.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	BINGO MARU, Capt. F. L. Sumner, Tons 6247	THURSDAY, 6th Sept., p.m.
VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	KAWACHI MARU, Capt. H. Peterson, Tons 6101	WEDNESDAY, 18th Sept., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, VICTORIA, B.C., and SEATTLE, WASH.	TANGO MARU, Capt. A. E. Moss, Tons 7493	TUESDAY, 3rd Sept., at Daylight.
BOMBAY, via SINGAPORE, PENANG, MADRAS, COLOMBO.	AKI MARU, Capt. M. Yagi, Tons 6444	TUESDAY, 17th Sept., at Daylight.
NAGASAKI, KOBE and YAWATA MARU.	KUMANO MARU, Capt. N. Matheson, Tons 6076	FRIDAY, 6th Sept., at Noon.
YOKOHAMA and YAWATA MARU.	YAWATA MARU, Capt. T. L. Harrison, Tons 3817	FRIDAY, 4th Sept., at Noon.
YOKOHAMA and YAWATA MARU.	YAWATA MARU, Capt. T. L. Harrison, Tons 3817	WEDNESDAY, 4th Sept., at Noon.
YOKOHAMA and YAWATA MARU.	YAWATA MARU, Capt. T. L. Harrison, Tons 3817	SATURDAY, 7th Sept., at Daylight.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship MINNESOTA.

28,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. AUGER, On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

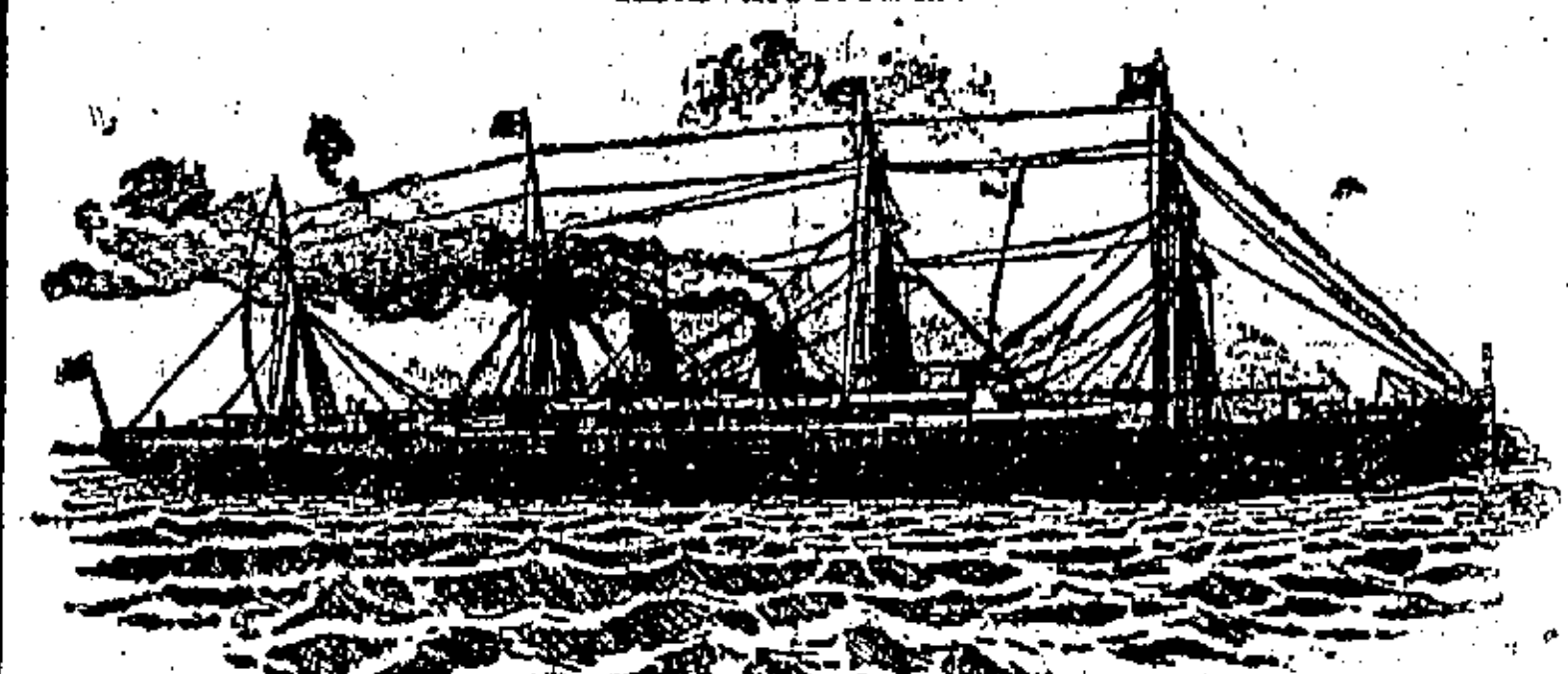
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NIPPON YUSEN KAISHA Agents.

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## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES, 1907.
* SIBERIA, 18,000 Tons, ...	SATURDAY, 31st Aug., at Noon
* CHINA, 10,200 ...	SATURDAY, 7th Sept., at Noon
* MANCHURIA, 27,000 ...	SATURDAY, 14th Sept., at Noon
* NIPPON MARU, 11,000 ...	SATURDAY, 21st Sept., at Noon
* ASIA, 9,500 ...	TUESDAY, 1st Oct., at Noon
* PERIA, 9,500 ...	FRIDAY, 11th Oct., at Noon
* YOKOHAMA MARU, 11,000 ...	SATURDAY, 19th Oct., at Noon
* KOREA, 18,000 ...	THURSDAY, 1st Nov., at Noon
* AMERICA MARU, 11,000 ...	SATURDAY, 9th Nov., at Noon

## RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 12-27th 1905; 10 days, 11 hours and 6 minutes. San Francisco to Yokohama, via SIBERIA, 18,000 tons, August 16th-26th, 1905; 4 days, 19 hours. San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 18th-31st, 1905, 15 days, 18 hours. Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship SIBERIA will be detached from Hongkong to SAN FRANCISCO, via AMOY, NAGASAKI, (INLAND SEA), KORE, YOKOHAMA AND HONOLULU, on SATURDAY, 31st August, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Oregon Railway, to Havre, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

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SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, KOREA, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ALESIA	5167	JOHN KERN	Sept. 1, at 10 a.m.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO & SHANGHAI	SHANGHAI	Aug. 31, Daylight.
SWATOW & SHANGHAI	SHANGHAI	Sept. 1, Daylight.
HOIHOW & SHANGHAI	SHANGHAI	Sept. 1, Daylight.
SWATOW & SHANGHAI	SHANGHAI	Sept. 3, at 4 p.m.
CEBU & ILOILO	SHANGHAI	Sept. 3, at 4 p.m.
MANILA	SHANGHAI	Sept. 3, at 4 p.m.
SWATOW & SHANGHAI	SHANGHAI	Sept. 6, at 4 p.m.
CHIFU & TIENTSIN	SHANGHAI	Sept. 7, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	SHANGHAI	Sept. 7, at 4 p.m.
YOKOHAMA AND KOBE	SHANGHAI	Sept. 10, at 4 p.m.
CEBU & NEWPORT	SHANGHAI	Sept. 16, at 4 p.m.

The attention of Passengers is directed to the superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table A only qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALOON FARES, Single and Return, To Manila and Australian Ports.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	A. Fraser	Manila	Saturday, 7th September.
RUBI	2540	R. W. Almond	Manila	14th September.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

## HONGKONG—NEW YORK.

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FOR NEW YORK, via PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

TO SAIL

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL.
* MANILA	LOONGSANG	SATURDAY, Aug. 31, at 3 p.m.
* TIENTSIN	CHONGSHING	SATURDAY, Aug. 31, at 4 p.m.
* SHANGHAI, via SWATOW, WAISHING	SUNDAY	Sept. 1, Daylight.
* SINGAPORE, PENANG, KUMSANG	TUESDAY	Sept. 3, at 3 p.m.
* SHANGHAI	HANGSANG	TUESDAY, Sept. 3, at 4 p.m.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

Hongkong to Singapore 1st-Class	Single	Return
Penang	85	130
Calcutta	125	250

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	BRINZ EITEL FRIEDRICH, Capt. E. Malchow	WEDNESDAY, 11th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	GOEBEN, Capt. B. Welbelmit	THURSDAY, 10th Sept., at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND, Capt. D. Lenz	THURSDAY, 12th Sept., at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. W. v. Senden	THURSDAY, 15th Oct., at Noon.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill	TUESDAY, 3rd Sept., at 9 a.m.

For further Particulars, apply to Norddeutscher Lloyd, MELOERS & CO., General Agents, Hongkong & China.

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe, Yokohama).

With Option to Call at Mexico and other Coast Ports.

THE Steamship KASATO MARU, 610 tons, will be dispatched for Callao-Iquique, via Japan Ports (Kobe & Yokohama), on about or Middle of October.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yok Building.

Hongkong, April 15, 1907. 621

## E-STEERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Australia, New Zealand, Tasmania, etc.)

THE Steamship E-STEERN, Captain MacFarlane, will be dispatched as above on SATURDAY, 31st inst., at noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 7, 1907. 1298

## COMPAGNIE DES MESSEAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship AUSTRALIE, Captain VERNON, will be dispatched for the above ports on or about MONDAY, the 2nd September.

G. DE CHAMPEAUX, Agent.

Hongkong, August 24, 1907. 1383

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

## Via PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.

NOR NEW YORK.

SATUMBA, 7th September.

IKH, 5th October.

FOR BOSTON & NEW YORK.

CHAZER, 14th September.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, August 3, 1907. 1274

## FOR VLADIVOSTOCK.

## THE Steamship VINE BRANCH.

will be dispatched as above on or about TUESDAY, the 10th September.

For Freight and further particulars, apply to DODWELL & CO., LTD., Agents.

Hongkong, August 3, 1907. 1274

## PRINTING.

## PRINTING.

## PRINTING.

## Artistic Printing

AND

## Book Binding

Done with Neatness and

Despatch

At Moderate Prices

## Programmes

## Company Reports

## Business Circulars

and

## Books of all kinds.

## Under European Supervision

## China Mail Office

51 WYNDHAM STREET.

HONGKONG.

## ADVERTISE

## ADVERTISE

## ADVERTISE

## The Life of Trade.

A one-time order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

## The BEST Mediums for

Advertising are

## "CHINA MAIL"

## "OVERLAND"

## "CHINA MAIL,"

AND THE

## "HONGKONG WEEKLY."

Read by all Classes in the Colony

Established over Half-a-Century

## THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the "CHINA MAIL."

To be had at the "CHINA MAIL" Office, Queen's Road Central.

Price... Cents.



FRIDAY, AUGUST 30, 1907.

# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

### MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Conducting Steamers	Due at	Due at
to	HONGKONG	from	MARSEILLES	LYON
COLOMBO	1907	COLOMBO	1907	1907
MARMORA.....10500	Sept. 7	INDIA.....8000	Oct. 13	Oct. 13
DELTA.....8000	Sept. 19	MONGOLIA.....8000	Oct. 27	Oct. 27
DELI.....8000	Oct. 5	VICTORIA.....7000	Nov. 9	Nov. 9
DELI.....8000	Oct. 19	BRITANNIA.....7000	Nov. 23	Nov. 23
DELI.....8000	Nov. 2	MOULTAN.....8000	Dec. 7	Dec. 7
DELI.....8000	Nov. 16	CHINA.....8000	Dec. 21	Dec. 21
DELI.....8000	Nov. 30	HIMALAYA.....7000	Jan. 4, 1908	Jan. 4, 1908
DELI.....8000	Dec. 14	INDIA.....8000	Jan. 18	Jan. 18
DELI.....8000	Dec. 28	MONGOLIA.....8000	Feb. 1	Feb. 1
DELI.....8000	Jan. 11, 1908	VICTORIA.....7000	Feb. 15	Feb. 15
DELI.....8000	Jan. 25	BRITANNIA.....7000	Feb. 29	Feb. 29
DELI.....8000	Feb. 8	MOULTAN.....8000	Mar. 5	Mar. 5
DELI.....8000	Feb. 22	CHINA.....8000	Mar. 19	Mar. 19
DELI.....8000	Mar. 6	HIMALAYA.....7000	Mar. 23	Mar. 23
DELI.....8000	Mar. 20	INDIA.....8000	Mar. 27	Mar. 27
DELI.....8000	Mar. 31	MONGOLIA.....8000	Apr. 10	Apr. 10
DELI.....8000	Apr. 14	VICTORIA.....7000	Apr. 24	Apr. 24
DELI.....8000	Apr. 28	BRITANNIA.....7000	May 8	May 8
DELI.....8000	May 12	MOULTAN.....8000	May 22	May 22
DELI.....8000	May 26	CHINA.....8000	Jun. 5	Jun. 5
DELI.....8000	May 30	HIMALAYA.....7000	Jun. 19	Jun. 19
DELI.....8000	Jun. 3	INDIA.....8000	Jun. 23	Jun. 23

Passenger change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	LONDON	LONDON
CEYLON.....4000	Sept. 11	Oct. 25
NAMUR.....4000	Oct. 1	Nov. 15
MANILA.....4000	Oct. 15	Dec. 1
BERNE.....4000	Oct. 29	Dec. 15
NORFOLK.....4000	Nov. 12	Dec. 29
BYRON.....4000	Nov. 26	Jan. 9, 1908
NYANZA.....4000	Dec. 10	Jan. 23
NILE.....4000	Dec. 24	Feb. 6
SUNDA.....4000	Jan. 7, 1908	Feb. 20
PAVAN.....4000	Jan. 21	Mar. 6
NUBIA.....4000	Feb. 4	Mar. 18
BERNE.....4000	Feb. 18	Mar. 31
SUMATRA.....4000	Mar. 4	Apr. 14
	Mar. 18	Apr. 28
	Mar. 31	May 11
	Apr. 14	May 24
	Apr. 28	Jun. 6
	May 12	Jun. 19
	May 26	Jul. 3

These Steamers call also at Singapore, Penang, Colombo, and at Malta or

Manila.

\* Carry 1st and 2nd Saloon Passengers.

For further particulars apply to

E. A. HEWITT, Superintendent.

2221

SHOSEN KAISHA.

CLAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS, AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

The Co.'s s.s.

FOR

LEAVING

\* DAIJIN MARU, TAMSUI, Via SWATOW, SUNDAY, 1st

Capt. I. SAKURA, AND AMOI, Sept., at 10 a.m.

\* FUKUSHU MARU, TAKAO, Via SWATOW, WEDNESDAY, 4th

Capt. T. ITO, AMOI AND ANKING, Sept., at 10 a.m.

\* These Steamers have excellent Accommodation for First and Second-class Passengers,

and are fitted throughout with Electric Light. First-class Saloon Amplest.

Unsurpassed Table.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch

Office, at Second Floor, No. 1 QUEEN'S BUILDINGS.

T. ARIMA, Manager.

257

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.O. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers, Tons, Captain, To Sail.

\* TREMONT.....9800

\* SUVERHO.....6250

\* KUMERO.....6250

\* SHAWMUT.....9800

10th September.

1st October.

15th October.

6th November.

\* Cargo only. \* Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

JOHNS. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

\* The Twin-screw s.s. Shawmoot and Tremont are fitted with very superior

Accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laund-

ry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co. Limited,

GENERAL AGENTS,

QUEEN'S BUILDINGS,

257

## Shipping.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR JESSELTON, KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to TAWAU, LABAD DATU, LABUAN, JOLO AND MENADO.

THE Steamship BORNEO.

Captain F. SMITH, (ready to load on Monday, the 2nd September, will leave on TUESDAY, the 3rd September, at 9 a.m. instead of as previously notified.

For Freight or Passage, apply to NORDEUTSCHER LLOYD, MELCHERS &amp; CO., Agents.

Hongkong, August 29, 1907. 1399

NOTICES TO CONSIGNEES.

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship INDRAVELLI.

Captain CUMMINGS, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at KOWLOON and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on Monday, 2nd September, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES &amp; CO., General Agents.

Hongkong, August 29, 1907. 1392

THE STEAMSHIP SIKH.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at KOWLOON, wharf and for from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th September, or they will not be recognized.

All Broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL &amp; CO., LTD., Agents.

Hongkong, August 29, 1907. 1381

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ HEINRICH.

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at KOWLOON, wharf and for from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

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Hongkong, August 29, 1907. 1381

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## FLOATING MINE MENACE.

A Narrow Escape.

The Russian steamer, Loomoon, which arrived at Nagasaki on Tuesday afternoon from Vladivostok, brought the news that a floating mine had been sighted at a point 45 miles off the lighthouse on Askold Island at 7 p.m. on Saturday. The steamer almost struck the mine, which was observed only about three feet (7) ahead on the starboard bow.

An attempt was made to explode the mine, and about ten shots were fired at it, but all missed the mark.

"BRUGES THE LIVING."

At present more than ever the old and celebrated Flemish city deserves the title of "Bruges the Living," through the efforts which it is putting forth to restore its former splendour and prosperity. The famous exhibition of the Golden Fleece, which will afford a unique collection of all that is connected with the oldest and most celebrated order of knighthood, gathered in the cathedrals and museums throughout the Continent, is one phase of this revival. In a degree no less remarkable, the completion of a harbour built into the open sea and the triumph achieved in bringing back the sea to the gates of Bruges—works compelling the admiration of engineers from all parts of the world—demonstrates anew the high and courageous qualities which have distinguished the Bruges population from the earliest times. To celebrate its reappearance in the world as a large commercial city, "Bruges the Living" prepared a week of splendid festivities beginning on July 21.

ON DELICATE GROUND.

The Kiss Professional.

We are on delicate ground to-day, says the "Globe." A blush mingles our cheeks as we write. We would avoid the subject if we could, but, as the poet has it, "pleasure is pleasure and biz is biz, and keep in a sepyril jug." We must not disappoint a waiting world. The subject under discussion is this: Should the stage kiss be abolished? A sensitive writer in a daily paper states, with crimson cheeks, that it should. He disapproves of the stage kiss. He says, "shuffling with embarrassment, 'We all feel that kisses are things at which we are not intended to be present, and, if we are forced to witness them, we either blush or giggle, according to our nature. The majority of people, I admit, giggle. The blush and the giggle, both arise from the same cause, however. They are both the result of being where we ought not to be, of seeing what we are not meant to see.' The only objection to reform is the fact that it will be rather difficult for dramatists to think out any good 'but for their place of the kiss. A scene like this would never draw the public. Here, 'Dearest, I love you better than life itself.' Heroine: 'My own!' Hero: 'By the way, are you going in for the Limorick Competition in 'Snappy Rag Mag'? I wonder if you could help me with my last line.'"

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

Telephone Address: "VICTORIA," Hongkong.

For terms, &amp;c., apply to the MANAGER.

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BELLE VIEW HOTEL.

(LATE METROPOLE HOTEL), SHAUKEWAN ROAD.

THE BATHING RESORT OF THE EAST.

Pleasant Drive along the Sea Front, either by Tram or Ricksha.

A FIRST-CLASS BOHEMIAN LADIES' AND GENTLEMEN'S STRIP BAND.

will play on SUNDAY, the 1st September, commencing at 4 p.m. sharp. (Weather Permitting).

Hotel Accommodation at most Moderate Rates.

TELEPHONE No. 388.

Hongkong, June 14, 1907. 1018

VICTORIA HOTEL.

TELEGRAMS: VICTORIA, SHANGHAI.

FAR OFFSHORE, KAI KUNG YU.

ON THE BATHING RESORT OF THE EAST.

H. HAYNES, Manager.

MACAO HOTEL.

TELEGRAMS: FARMER, MACAO.

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH HOTELS Electrically Lighted and under European Management.

Every Comfort and Convenience for Residents and Tourists.

Wm. FARMER, Proprietor.

Capt. T. AUSTIN, Manager.

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## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 22nd, 1907.



## SITUATION IN MOROCCO.

WASHINGTON, August 23. The state department has received information of the most startling character concerning the situation at Casablanca. The French and Spanish Allies are besieged within the city by the hostile Moors. Several attempts have been made by the fanatics to carry the defences of the garrison of Europeans; but, so far, they have been successfully resisted. The Powers are greatly alarmed over the state of affairs and fear a general uprising of the Moors. Reinforcements of French troops are being hurried to the rescue of the besieged who are threatened with annihilation. The Sultan is suspected of having faith and is generally believed that he is secretly abetting the preachers of a "holy war."

## BANK FAILURE IN AMERICA.

WASHINGTON, August 26. The Chemical National Bank failed today for \$800,000. The bank was caught short by the terrible money stringency that is being felt throughout the country. This shortage of the money market is variously attributed to the absorption of the circulating medium in the agricultural regions for the moving of the crops and to the effort of the Wall Street enemies of the President to provoke a crisis and turn public sentiment against him.

The administration is making a strong effort to tide over the impending crisis. Secretary Cortes came to the relief of the banks with cash from the treasury.

## INDIGESTION—ITS SYMPTOMS, CAUSE AND CURE.

ALL SUFFERERS FROM INDIGESTION, PAINS IN THE STOMACH, NERVOUSNESS, PALPITATIONS, FLATULENCE, INSOMNIA, DISTRESSING DREAMS, SHOULD READ HOW THIS CELEBRATED GENTLEMAN FOUND PERMANENT CURE IN DR. WILLIAMS' PINK PILLS.

DISORDERED digestion is due to the organs of the body which digest the food having become congested and weak, and it is only by restoring to these organs their natural strength that cure can be obtained. Dr. Williams' Pink Pills for Pale People do this through the blood. The whole body is fed by the blood, and part in the whole physical system derives the power to do its work from the blood, and Dr. Williams' Pink Pills act directly on the blood, making it pure, healthy and strong. This is why these Pills are world-famous as the greatest remedy for indigestion, dyspepsia, and stomach troubles generally. Here is the testimony of one of the many thousands of grateful cured sufferers.

Mr. R. A. Dissanayake is a Ledger Clerk employed in the well-known firm of Thompson, Thomas & Co., Colombo, Ceylon. "For several years I suffered from indigestion, accompanied by pains in the abdomen and chest," said he. "My stomach always seemed full, my meals gave me trouble, my appetite was bad. I was afflicted with nervousness, palpitations of the heart, with sleeplessness, and bad dreams. The various remedies which I tried gave me but little relief, and failed to cure, and it was on the advice of my nephew, Mr. R. A. Ekanayake of the P.W.D., Colombo, who was himself cured by them, that I finally tried Dr. Williams' Pink Pills for Pale People. After using two bottles of them I felt better, and six bottles of them completely cured me. Now I am able to enjoy my light ordinary food, suffer no pain, and sleep well—which was a rare thing for me to do six months ago."

It may be added that Mr. Dissanayake gave the above testimony in February, 1907. When seen in January of the present year he was still in the enjoyment of the best of health, and stated that since his cure by Dr. Williams' Pink Pills he has never had a return of any of his former troubles.

Destitute of Good Red Blood—that is the one trouble that stands between thousands of sufferers and the possession of splendid health. Dr. Williams' Pink Pills for Pale People actually make Rich, New Blood, and in that way cure all the disorders that arise from too little or bad blood. In such cases, Dr. Williams' Pink Pills for Pale People have cured Rheumatism, Paralysis, Beri-Beri, Anemia, Rheumatism, Sciatica, Lumbago, Malaria, Skin Disorders such as Eczema, Scrofula, Dermatitis, and Chills. To women from youth to middle-life they have a special value at the trying times, and when broken down by residence in unhealthy climates, overwork, or excesses are speedily restored to vigorous health by their use. Obtainable at most shops where medicines are sold; these Pills can also be had direct from the Dr. Williams' Medicine Co., Singapore, who send six bottles for \$5, or 1 bottle for \$1.50 post free to any address.

Dr. Williams' Pink Pills for Pale People are sold; these Pills can also be had direct from the Dr. Williams' Medicine Co., Singapore, who send six bottles for \$5, or 1 bottle for \$1.50 post free to any address.

## EXCHANGE.

HONGKONG, August 30, 1907.  
On London ... .. 2/2 1/2  
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On 270 days sight ... .. 2/2 1/2  
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On 360 days sight ... .. 2/2 1/2  
On 390 days sight ... .. 2/2 1/2  
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On 450 days sight ... .. 2/2 1/2  
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On 630 days sight ... .. 2/2 1/2  
On 660 days sight ... .. 2/2 1/2  
On 690 days sight ... .. 2/2 1/2  
On 720 days sight ... .. 2/2 1/2  
On 750 days sight ... .. 2/2 1/2  
On 780 days sight ... .. 2/2 1/2  
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On 1890 days sight ... .. 2/2 1/2  
On 1920 days sight ... .. 2/2 1/2  
On 1950 days sight ... .. 2/2 1/2  
On 1980 days sight ... .. 2/2 1/2  
On 2010 days sight ... .. 2/2 1/2  
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On 15360 days sight ... .. 2/2 1/2  
On 15390 days sight ... .. 2/2 1/2  
On 15420 days sight ... .. 2/2 1/2  
On 15450 days sight ... .. 2/2 1/2  
On 15480 days sight ... .. 2/2 1/2  
On 15510 days sight ... .. 2/2 1/2  
On 15540 days sight ... .. 2/2 1/2  
On 15570 days sight ... .. 2/2 1/2  
On 15600 days sight ... .. 2/2 1/2  
On 15630 days sight ... .. 2/2 1/2  
On 15660 days sight ... .. 2/2 1/2  
On 15690 days sight ... .. 2/2 1/2  
On 15720 days sight ... .. 2/2 1/2  
On 15750 days sight ... .. 2/2 1/2  
On 15780 days sight ... .. 2/2 1/2  
On 15810 days sight ... ..